

PUTTING WINGS ON

YOUR DREAMS

VOLUME XV

ISSUE 4



Editor Bert Osborn

Submitted by Jim Hudson

Membership and Safety Director -

I ran across this RAF article and Safety Briefing Guide that I thought you'd like, especially for backcountry flying. RAF is Recreational Aviation Foundation that supports recreational flying in the entire country. [Idaho Aviation Association](http://www.idahoaviation.org) is Idaho Based and a great source of information for flying in Idaho. If it were not for the Idaho Aviation Association, we would not have many of the great backcountry strips we have. I encourage you to join one or both of these organizations if you enjoy flying the backcountry.

From the RAF Safety & Education Committee.

<http://theraf.org>

RAF's Safety Survey Resonates with Membership

We thought all RAF members would appreciate hearing some of the main takeaways from our survey as they relate to our kind of flying. We also think you will appreciate receiving a safety checklist that in part grew out of your many member comments. But first, the results.

Main Observations

The survey asked members to describe their comfort level around a series of recreational flying challenges. Which techniques and flying missions held the least comfort, for members, and so serve as excellent opportunities for training and practice?

The 'least comfortable' tasks identified by you in the survey were:

- Developing a full flight plan into an unimproved airstrip and runway, including the airfield's local conditions
- Determining lift vs. sink when, as we often need to do, we're flying at low altitudes on an approach into or departure from a recreational airfield
- Being fully prepared for an off-airport landing including communications and the immediate care of your passengers

You were also asked to identify those issues you would find most beneficial to address in order to

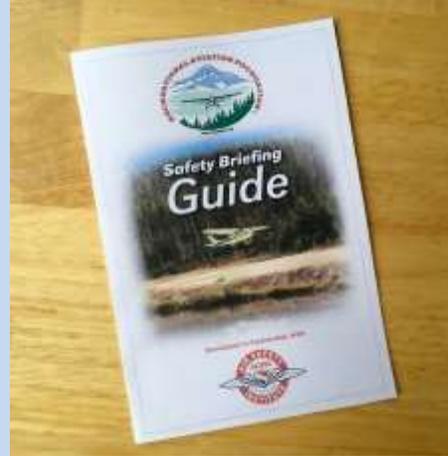
advance your own recreational flying skills. In large numbers, here are your top answers:

- Evaluating a runway and the general landing zone when little published info exists (not federally registered, not on AirNav, etc.)
- Estimating your aircraft's performance when there is little detail provided by the manufacturer or Pilot's Operating Handbook
- Preparing adequately for an emergency, including an off-airport landing
- When planning a flight into an airstrip with little published info, the most common resources used by members are Google Earth, maps, on-line searches and seeking out local pilots and/or those who have been there

And here's an interesting question to ask yourself. Most members said they felt relatively comfortable flying their aircraft at minimum controllable airspeed at gross weight and near CG limits. BUT only a minority of those responding admitted to practicing under those conditions during the last 6 months. When is the last time you loaded up your plane (not just you and the instructor with partial fuel) and practiced minimum airspeed maneuvers, including turns? Since we fly close to the ground and at lower speeds, often with a loaded plane, this seems an especially relevant maneuver to practice at altitude with some frequency.

The Survey has produced an important tool for us:

ASI Safety Briefing Guide



The RAF partnered with AOPA's Air Safety Institute - GA's safety experts - in the design of the Safety Survey and also the evaluation of the survey results. After reviewing the survey results and also drawing from their own references, ASI has produced a 'Safety Briefing Guide' for us that you can keep in and use from your own cockpit. This checklist's content is aligned with the safety survey our fellow members took, which seems another good reason for us to review it when planning our flights into the recreational venues we all enjoy.

[ASF Safety Briefing Guide](#)

A version of the briefing that prints in booklet form on double-sided print [ASF Safety Briefing Guide-booklet](#)

Have fun, Fly safe and Don't do anything Stupid,
Jim

May 2018

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Calendar of Events:

The next membership meeting will be May 29, 2018. The next board meeting is May 08.

- 05/10/2018 – Accounts due
- 05/08/2018 - Board Meeting
- 05/20/2018 - Accounts past due
- 05/29/2018 - Membership meeting

Saturday May 5th. Spring plane wash. 9:00 a.m. through 12:00 p.m. Lunch will be served after the wash.

May 18-19 is the Idaho Falls Air Expo.

June 2nd. Mountain Home AFB Gun Fighter Air Show

June 8-9 Garden Valley Fly In

June 15-16 is the AOPA fly in at Missoula Montana.

If you have any ideas for safety meeting presentations or would like to arrange a presentation, contact Membership/Safety Director Jim Hudson

Fuel Reimbursement

\$4.26 per gallon.

Articles or Pictures

If you have any pictures or articles for the newsletter submit them to Jim Hudson or Bert Osborn.

Ratings:

- 15 Student Pilots
- 68 Private Pilots
- 01 Recreational Pilots
- 12 Commercial Pilots
- 09 Air Transport Pilots
- 31 Instrument Rated Pilots

Member Statistics:

- 105 Members
- 19 on wait list.
- 38 Class I Members (36%)
- 67 Class II Members (64%)
- 06 Inactive (voluntary suspension)
- 14 Suspended (BFR/Med/Attend/Billing, Including 6 Inactive)
- 6 Social Members (non flying, not included in "Members")

(Please report any BFR's, IPC's, Upgrades, or new ratings to Jim Hudson or Bert Osborn)

Ratings

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BFR

- Scott Jennings
- Ken Kaae
- Slay Windham

New Member

David Blood

New Instructor – Club Member John Larsen

Advanced training/no primary, Flight Review, High performance, Complex. See the club instructor listing for contact info and bio.



The instructor listing is in the process of being updated, for the latest updates, see the listing: <http://www.t-craft.org/instructors.htm>

Schedule Master – Updates

Some of you, in fact most by now have probably received messages from SM that you're 90 day attendance will expire on a certain date. A field was set up in the Status tab to show that expiration date in. Jim is using this as a way to keep track and notify you of your upcoming expiration date. You'll get a notice 30 day prior to that date from Schedule Master.

There are also two fields that you can use to keep track of your 90-day, day and night currency for carrying passengers. You can use those two fields if you wish to enter your expiration date and receive a notice 30 days prior to that date.

Lock the Hanger and Aircraft after you fly

Recently a member came to the hanger and found it unlocked. The member who had previously been here admitted that he rushed off and forgot to lock up. Many of you may not know that we had an aircraft stolen from the club in the mid 90's by a former member. I was not a member then, so do not know how secure our aircraft and hanger were at that time. One never knows in this day and age what kind of crazy may show up and help themselves to one of our birds. PLEASE be vigilant on locking the hanger and aircraft in the hanger and off airport.

Aerospace Career Exploration

Aerospace Career Exploration (ACE) Academy is run by the Idaho Department of Aeronautics, and designed to introduce high school students to aviation and space related careers. As a participant in the ACE program, activities may involve field trips, forums, and a hands-on satellite project. This is held in several locations in Idaho and Oregon, see the web site and application for more information. In Boise, this is a 3-day event, with the final day consisting of a flight from Boise to either Smith Prairie, Idaho City, Garden Valley landing at Nampa for a tour of the War Hawk Museum. The flights are made by volunteer pilots. I have been doing these flights for about 15 years, and one of the students had become a T-Craft member at one time. Ken Kaae has also volunteered for several flights. This year the flights will take place on June 15th. If you would like to volunteer, let me know. You have to be BC Level 1 to fly T-Craft Aircraft. If you know of a student who you think might be interested in the program, the application and more information is listed below.

See the Application form for more details about this year's ACE Academy or go to the [Aerospace Career Exploration \(ACE\) Academies website](#)

- [ACE Application](#) – Due by May 1, 2018 (can probably still apply)

For further information about this annual event contact Tammy Schoen: 208-334-8775 or tammy.schoen@itd.idaho.gov

PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended

T-CRAFT STATS

Top 3 flyers

Logan Schwisow	7.3
David Nejely	5.9
Shariat Hooten	5.2

The top billing aircraft

9989E	\$ 3001
13686	\$ 1640
67375	\$ 1362

The top three aircraft flown

9989E	24.6
13686	23.1
67375	22.7

President's report on the state of the Hangar

President Brandt reports that everything has been presented to the city and we are now waiting for the permits pending a drainage plan. All the costs have been locked in so any wait will not hurt us financially.

Avionics Committee Report

Gordon Hall head of the avionics committee reports that:

375 - The new altitude encoder has been installed and the aircraft is now in compliance.

686 - Some pilots have been getting a "battery charge fail light." The 430 has been reported as overheating with the screen fading. Years ago someone put some duct tape over the cool air inlet valve and no air was getting to the avionics. That duct tape has

been removed and the problem appears to be addressed. The turn coordinator will remain in 686. Our DPE says we need it for partial panel flight. The turn coordinator was replaced during the annual.

89E - The avionics committee recommended a Garmin G500 Auto Pilot for 89E. The board unanimously approved adding a G500 Auto Pilot to 89E. The addition will be made in the near future.

From the Director of Billing

Our Director of Billing, Reggie Sellers, has been looking at a program called Zed Axis. This program will move data directly into QuickBooks and will save him hours on his billing time. He is in the process of utilizing the free 30 day trial and wants to go through the billing cycle before committing to buying. The board authorized Reggie to purchase the program if, after the trial period, the program performs as advertised.

The search for the 8th Aircraft

The aircraft search committee has made its recommendation to the club and has recommended a 6 place aircraft. As has been previously reported, T-Craft is not in a hurry to purchase aircraft number 8 immediately. Right now we don't have a place to park it and we will probably not be actively pursuing a new aircraft until later in the year. After polling the membership, the aircraft search committee had recommended a 6 place aircraft. A Cessna 206 had been recommended as had a Cherokee 6.

HOURLY RATES (Effective 1/26/2018)



N67375
\$60.00



N4464R
\$69.00



N13686
\$71.00



N1293F
\$82.00



N1891X
\$116.00



N9989E
\$122.00



N7593S
\$122.00

SQUAWKS

375 - The altitude encoder has been replaced. The ADS-B appears to be working again. The pilots seat locking device had broken and was repaired.

686 - Had its annual. The turn coordinator and the mixture control have been replaced.

89E - Finished its annual. The prop cable was replaced with a new one.

93F - The oil was changed.

64R - The oil sump electrical cord plug was broken and has been replaced.

91X - Engine break in flying has started. She has been flown several hours with mineral oil in the crank case. The mineral oil has been replaced with regular engine oil and the break in continues. There is no firm date when 91X will be released for scheduling.

Remember to report squawks on schedule master. The old clip boards for reporting squawks have been retired.

Aircraft annuals have been scheduled and calendared through May.

Requested Change

Those of you who fly 13686 know that the flap switch stays down until the flaps are fully extended. Some members would like to see the switch changed so when the switch is released the flap stops extending. Let me know your thoughts. (Ed.)

CARE OF YOUR AIRCRAFT

On May 3 the contents of the key bag, including gas receipts and the gas card, for 9989E was found strewn across the hangar floor. Please make sure the key bag is zipped and closed as you carry it.

Please remember that after landing club policy requires us to clean the leading edges and the windscreen of bugs and foreign debris. There should be no need for any such requirements, as a matter of common courtesy we should leave an aircraft in a clean condition after we have flown it. We learned as early as first grade, if we create a mess, we clean it up. That's the grown-up thing to do. PLEASE, after you land, clean the bugs off the leading edges and windscreen. Then use the furniture polish on the leading edges.

MEMBERSHIP DUES

At the Annual meeting in 2018 the membership approved continuing monthly dues at \$60.00 per month. That rate combined with the low hourly rates (effective January 26th) for our aircraft, makes T-Craft the leader in high quality, low cost flying. Thanks to our Treasurer Dennis Wheeler for negotiating our lower fuel prices, and the great maintenance under the watchful eye of Maintenance Director Jim Eyre.

OFF FIELD FUEL REIMBURSEMENT

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.26 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

Remember. You use your credit card to purchase your fuel offsite. Submit the bill to Reggie and he will give you proper credit.

From T-Craft Member Jonathon Miller - Training them young





I dropped this off in the back of the hanger yesterday. I got bored and made a homemade AC unit for flying in the summer...I'm not an engineer so I have no idea if the theory will work. It probably won't work as good as the \$700 units
<http://www.sportys.com/pilotshop/arctic-air-portable-air-conditioner-52-qt-single-fan-24-volt.1>



I think the commercial ones have cross current water pumps and a bunch of extra stuff that probably makes them work a lot better. But I imagine a block of ice or some dry ice with the 12V fan blowing air across it would keep the cabin much cooler if any members were doing a summer cross country. I know I'm going to try it out this summer, but I figured if anyone else wanted to play with it then I might as well leave it in the hanger.

Jon

9 Things You Should Do If You Suspect A Radio Failure

By Corey Komarec

Start off by referencing your checklist for the "Loss of Communications" portion of the emergency procedures. This section includes basic troubleshooting procedures, such as resetting the avionics.



Chris J

2) Volume And Squelch

If the procedures in the checklist didn't reset the radios, try to adjust the volume and squelch. It's possible your volume was turned down too far, or the squelch isn't sensitive enough.



Boldmethod

3) Switch Radios

If your aircraft has more than one radio, try transmitting on the other radio.



Emily

4) Verify/Change Frequencies

Verify that you have the correct frequency dialed in! If the frequency is correct, try to locate an alternate frequency for the same station you are trying to contact. The frequency you are on may not be monitored at the moment, or the ground-based antenna might have an issue.



flightlog

5) Handheld Microphone

If you can hear ATC but they aren't able to hear you, try using the handheld microphone. The push-to-talk button may not be working, or the COMM1/COMM2 radios may not be transmitting properly at all.



Boldmethod

6) Use Your Cellphone

If nothing else is working, use your cellphone and call tower or a FSS. Let them know you've had a radio failure, and either ATC will clear you in as usual or FSS will coordinate with ATC to get you safely back on the ground.



Boldmethod

7) Squawk 7600

By squawking 7600 (lost communications squawk code), ATC will know you've had a communications failure.



Joseph

8) Circle

If you start squawking 7600 near a tower controlled airfield, start circling outside the airspace and wait for light gun signals from ATC.



wiltshirespotter

9) Divert

Worst case scenario, divert to a non-towered airport. Begin by flying over the field at 1,000' above the published traffic pattern altitude. By doing this, you're able to determine the best suitable runway for landing, view the runway conditions, and of course, to locate any traffic that may be in the pattern or on the airport surface. Then, enter the traffic pattern and land.



Bernal Saborio

Have you ever had a radio failure? How did you respond?

Winkler Pilot Crosses North Atlantic In Single-Engine Cessna

Written by Steven Sukkau



Chris Unrau with his son Adam and flying partner Luke Penner

A local pilot has flown halfway across the world in a Cessna.

Together with his flight instructor Luke Penner, Chris Unrau and his son Adam crossed the North Atlantic in a Cessna 210, landing in Scotland on April 2.

The trip took them from Winkler to Hudson Bay with stops in Northern Quebec, Nunavut, Greenland, Iceland, the Faroe Islands and finally into Scotland.

Views from the air never disappointed, Unrau says, "every day you wonder "how can we top this?" And it just keeps going."



"My thing is aviation, and I don't think everyone is cut out to fly over the North Atlantic, I'm still not convinced I am, but you have to do things that stretch you," Unrau says

However, the trip hasn't been without its challenges; the crew experienced a fuel shortage scare in Northern MB and poor weather grounded their craft in Greenland.

The biggest concern was the ocean crossings. The longest leg over water was three and a half hours, from Nunavut to Greenland.

"The whole time you're watching the gauges a little differently... it's a pretty lonely place up there," he says. "There's no one there."

Unrau quotes late aviator Art Petkau, "You can't fly a single engine over the North Atlantic and not believe in God."



"You can't fly a single engine over the North Atlantic and not believe in God."

The trip was documented by [The One Life Project](#), a video series that documented the preparation and journey across the ocean in the hopes of inspiring others to live life to the fullest.

Unrau says the One Life Project found inspiration after Unrau's brother and nephew were tragically killed in a car accident, "God's only given us a certain amount of days, and He hasn't told us how many."

If anything, the trip has taught him barriers are only in the mind, "I catch myself walking out onto the ramp and looking at my airplane, and it's like, I flew here in my airplane. This is within reach, this is actually a small world."

The goal has always been to inspire others as well, encouraging viewers to overcome fear and live their dream.



"The Dover Cliffs were definitely a highlight," Unrau says

"My thing is aviation, and I don't think everyone is cut out to fly over the North Atlantic, I'm still not convinced I am, but you have to do things that stretch you," he says. "A lot of people live their lives trying to avoid any sort of discomfort."

Experiencing discomfort, he says, is part of achieving goals. In fact, the ripple effects of the project are already being felt. Unrau notes he has been receiving messages daily from people who've been inspired to change their destiny.

One farmer followed Unrau's trip on youtube and was so inspired he changed his management style, letting go of the fear holding him back.

In the end, Unrau says seeing more of the world only fills him with more wanderlust, "the more I want to see... as I turn over stones and find neat things under them, I just want to look for more."

"There's a lot out here," he says.



Unrau says having his son join him has been a joy, though "it's quite sobering when you're 15,000 ft over the North Atlantic and you have your kid with you."



Europe from the air